

**2002**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**98**

Wythe County  
Town of Wytheville  
Town of Rural Retreat

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Wythe Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
11	4.12	2000	G	From	Smyth County Line				F	0.089	F	0.565	2100	G	2002	
				To	98-737											
11	7.36	2400	G	From	98-737				F	0.089	F	0.584	2400	G	2002	
				To	WCL Wytheville											
Town of Wytheville																
11	W Lee Hwy	0.29	4600	G	From	WCL Wytheville				C	0.103	F	0.671	4800	G	2002
					To	24th St										
11	12th St	2.03	8000	G	From	24th St				F	0.097	F	0.54	8400	G	2002
					To	US 21 Main St										
11	Main St	0.31	8400	G	From	12th St				F	0.086	F	0.613	8800	G	2002
					To	4th St										
11	Main St	0.33	9800	G	From	4th St				F	0.084	F	0.524	10000	G	2002
					To	5th St										
11	Main St	0.20	9300	G	From	5th St				F	0.085	F	0.544	9700	G	2002
					To	11th St										
11	E Main St	0.50	15000	G	From	11th St				C	0.081	F	0.598	16000	G	2002
					To	Liberty St										
11		0.78	10000	G	From	Liberty St				F	0.086	F	0.539	11000	G	2002
					To	139-3 Lithia Rd										
11		0.08	10000	N	From	139-3 Lithia Rd				N	0.086	N	0.539	11000	N	2002
					To	I-81										
11 81	0.96	Combined Traffic: 50000	G	From	See I-81 for directional traffic volume estimates for this segment.				F	0.101	A	0.501	46000	G		
				To	NCL Wytheville											
Wythe County																
11 81	2.18	Combined Traffic: 50000	G	From	NCL Wytheville				F	0.101	A	0.501	46000	G		
				To	See I-81 for directional traffic volume estimates for this segment.											
11 81	2.61	Combined Traffic: 53000	G	From	F-42				F	0.066	F		50000	G		
				To	See I-81 for directional traffic volume estimates for this segment.											
11 81	1.44	Combined Traffic: 49000	G	From	US 52; SR 121				F	0.066	F		46000	G		
				To	See I-81 for directional traffic volume estimates for this segment.											
11 81	2.31	Combined Traffic: 36000	G	From	I-77 Fort Chiswell				F	0.062	F		36000	G		
				To	See I-81 for directional traffic volume estimates for this segment.											
11 81	1.99	Combined Traffic: 36000	G	From	98-619				F	0.065	F		36000	G		
				To	See I-81 for directional traffic volume estimates for this segment.											
11 81	1.44	Combined Traffic: 37000	F	From	98-618				F	0.070	F	0.522	36000	F		
				To	Pulaski County Line											
21	5.32	1500	G	From	Grayson County Line				F	0.090	F	0.569	1500	G	2002	
				To	98-684											
21	3.67	2000	G	From	98-684				F	0.093	F	0.530	2100	G	2002	
				To	98-690											
21	6.18	4500	G	From	98-690				F	0.098	F	0.689	4600	G	2002	
				To	SCL Wytheville											

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Town of Wytheville																	
21	Grayson Street	0.93	4800	G	From	SCL Wytheville					C	0.098	F	0.654	5000	G	2002
					To	Main Street											
21	Main Sreet	0.49	6500	G	From	Grayson St					F	0.090	F	0.704	6800	G	2002
					To												
21	11 Main St	0.31	8400	G	From	US 11 12Th St					F	0.086	F	0.613	8800	G	2002
					To	MAIN ST											
21	4th St	0.06	7300	G	From	Main Street					F	0.095	F	0.533	7600	G	2002
					To												
21	4th St	0.47	11000	G	From	Monroe Street					F	0.09	F	0.564	11000	G	2002
					To												
21	4th St	0.40	11000	G	From	Ridge Rd W Ridge Rd					C	0.095	F	0.567	11000	G	2002
					To												
21	4th St	0.12	11000	G	From	Tazewell St					F	0.089	F	0.564	11000	G	2002
					To	I-81; US 52											
Wythe County																	
52		0.31	1100	G	From	Carroll County Line					F	0.092	F	0.551	1100	G	2002
					To												
52		3.16	1600	G	From	98-607 Poplar Camp					F	0.094	F	0.574	1600	G	2002
					To												
52		5.12	2800	G	From	98-619					F	0.090	F	0.638	2900	G	2002
					To												
52		0.87	8700	G	From	98-736					F	0.088	F	0.574	8900	G	2002
					To												
52	81	2.31			From	S I-81					F	NA		50000	G		
					To	See I-81 for directional traffic volume estimates for this segment.											
52	81	2.37			From	F-43					F	0.101	A	0.501	46000	G	
					To	See I-81 for directional traffic volume estimates for this segment.											
					To	NCL Wytheville											
Town of Wytheville																	
52	81	0.93			From	NCL Wytheville					F	NA		46000	G		
					To	See I-81 for directional traffic volume estimates for this segment.											
52	81	1.29			From	US 11					F	NA		42000	G		
					To	See I-81 for directional traffic volume estimates for this segment.											
52	81	1.99			From	I-77 Wytheville					F	NA		26000	G		
					To	See I-81 for directional traffic volume estimates for this segment.											
52		1.89	2400	G	From	HOLSTON I-81 SB RAMP					C	0.095	F	0.651	2500	G	2002
					To	I-81 SB Ramp											
					To	WCL Wytheville											
Wythe County																	
52		2.67	1200	G	From	WCL Wytheville					F	0.092	F	0.7	1200	G	2002
					To												
52		7.32	870	G	From	98-680					F	0.097	F	0.595	890	G	2002
					To	Bland County Line											

















Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
Wythe County																		
		1.78	1000	G	From	98-636 South of Austinville					F	0.08	F	0.516	1100	G	2002	
					92%	2%	2%	1%	3%	0%								
		0.25	1000	N	From	Carroll County Line					N	0.08	N	0.516	1100	N	2002	
					92%	2%	2%	1%	3%	0%								
		1.26	1300	G	From	Carroll County Line					F	0.08	F	0.579	1400	G	2002	
					92%	2%	2%	1%	3%	0%								
		0.30	1800	G	From	I-77 West of Poplar Camp					F	0.083	F	0.525	1800	G	2002	
					93%	2%	2%	2%	1%	0%								
					To	US 52 Poplar Camp												
		9.17	22000	G	From	Carroll County Line					F	0.069	F		20000	G	2002	
	Combined Traffic:				70%	1%	2%	1%	25%	2%								
					To	I-81 Fort Chiswell												
 		0.93	25000	G	From	70%	1%	3%	0%	24%	2%	F	0.072	F		23000	G	2002
	Combined Traffic:				68%	1%	2%	0%	26%	2%								
					To	US 52; SR 121												
 		2.31	29000	G	From	70%	1%	3%	0%	24%	2%	F	0.066	F		27000	G	2002
	Combined Traffic:				69%	1%	2%	0%	26%	2%								
					To	F-43												
 		2.37	25000	A	From	70%	1%	3%	0%	24%	2%	A	0.117	A		23000	A	2002
	Combined Traffic:				68%	1%	2%	0%	26%	2%								
					To	NCL Wytheville												
Town of Wytheville																		
 		0.93	25000	A	From	NCL Wytheville					A	0.117	A		23000	A	2002	
	Combined Traffic:				68%	1%	2%	0%	26%	2%								
					To	US 11												
 		1.29	22000	G	From	70%	1%	3%	0%	24%	2%	F	0.067	F		21000	G	2002
	Combined Traffic:				68%	1%	2%	0%	26%	2%								
					To	I-81 Wytheville												
		0.59	14000	G	From	74%	1%	2%	0%	21%	1%	F	0.072	F		13000	G	2002
	Combined Traffic:				75%	1%	2%	0%	21%	1%								
					To	Peppers Ferry Rd												
		0.23	14000	G	From	74%	1%	2%	0%	21%	1%	F	0.077	F		12000	G	2002
	Combined Traffic:				75%	1%	2%	0%	21%	1%								
					To	NCL Wytheville												
Wythe County																		
		4.57	14000	G	From	NCL Wytheville					F	0.077	F		12000	G	2002	
	Combined Traffic:				75%	1%	2%	0%	21%	1%								
					To	Bland County Line												
		0.33	18000	G	From	Carroll County Line					F	0.075	F		16000	G	2002	
	Combined Traffic:				70%	1%	2%	1%	25%	2%								
					To	SR 69												
		7.96	18000	G	From	70%	1%	2%	1%	25%	2%	F	0.069	F		16000	G	2002
	Combined Traffic:				70%	1%	2%	1%	25%	2%								
					To	I-81 Fort Chiswell												
 		1.44	24000	G	From	66%	1%	2%	1%	29%	2%	F	0.066	F		23000	G	2002
	Combined Traffic:				68%	1%	2%	0%	26%	2%								

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
South North 77 81	2.61	24000	G	From:		US 52; SR 121				F	0.066	F		23000	G	2002
Combined Traffic:		53000	G	To:		2%	1%	29%	2%	F	0.066	F		50000	G	
South North 77 81	2.18	25000	G	From:		F-42				F	0.106	A		23000	G	2002
Combined Traffic:		50000	G	To:		2%	1%	29%	2%	F	0.101	A	0.501	46000	G	
<b>Town of Wytheville</b>																
South North 77 81	0.96	25000	G	From:		NCL Wytheville				F	0.106	A		23000	G	2002
Combined Traffic:		50000	G	To:		2%	1%	29%	2%	F	0.101	A	0.501	46000	G	
South North 77 81	0.82	22000	G	From:		US 11				F	0.065	F		21000	G	2002
Combined Traffic:		45000	G	To:		2%	1%	29%	2%	F	0.065	F		42000	G	
South 77	1.15	14000	G	From:		I-81 Wytheville				F	0.069	F		13000	G	2002
Combined Traffic:		28000	G	To:		2%	1%	29%	2%	F	NA			25000	G	
<b>Wythe County</b>																
South 77	0.02	14000	G	From:		NCL Wytheville				F	0.069	F		13000	G	2002
Combined Traffic:		28000	G	To:		2%	1%	29%	2%	F	0.077	F		25000	G	
South 77	4.55	14000	G	From:		Peppers Ferry Rd				F	0.071	F		13000	G	2002
Combined Traffic:		28000	G	To:		2%	1%	29%	2%	F	NA			25000	G	
<b>Town of Wytheville</b>																
North 81	3.07	12000	G	From:		Smyth County Line				F	0.07	F		13000	G	2002
Combined Traffic:		24000	G	To:		2%	1%	22%	1%	F	0.071	F	0.507	25000	G	
North 81	7.09	12000	G	From:		SR 90; 98-680				F	0.069	F		13000	G	2002
Combined Traffic:		25000	G	To:		2%	1%	22%	1%	F	0.071	F	0.516	25000	G	
North 81	1.57	13000	G	From:		US 11				F	0.067	F		13000	G	2002
Combined Traffic:		25000	G	To:		2%	1%	22%	1%	F	0.067	F		25000	G	
<b>Town of Wytheville</b>																
North 81	2.03	13000	G	From:		SCL Wytheville				F	0.067	F		13000	G	2002
Combined Traffic:		25000	G	To:		2%	1%	22%	1%	F	0.067	F		25000	G	
North 81	2.27	13000	G	From:		US 21; US 52				F	0.069	F		13000	G	2002
Combined Traffic:		26000	G	To:		2%	1%	22%	1%	F	0.069	F		26000	G	
North 81	0.82	22000	G	From:		I-77 Wytheville				F	0.065	F		21000	G	2002
Combined Traffic:		45000	G	To:		2%	1%	29%	2%	F	0.065	F		42000	G	
North 81	0.96	25000	G	From:		US 11				F	0.106	A		23000	G	2002
Combined Traffic:		50000	G	To:		2%	1%	29%	2%	F	0.101	A	0.501	46000	G	
<b>Town of Wytheville</b>																
North 81				From:		NCL Wytheville										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
North 				From	NCL Wytheville											
	2.18	25000	G	66%	1%	2%	1%	29%	2%	F	0.106	A		23000	G	2002
	Combined Traffic:	50000	G	68%	1%	2%	0%	26%	2%	F	0.101	A	0.501	46000	G	
North 				To	F-42											
	2.61	24000	G	66%	1%	2%	1%	29%	2%	F	0.066	F		23000	G	2002
	Combined Traffic:	53000	G	69%	1%	2%	0%	26%	2%	F	0.066	F		50000	G	
North 				To	US 52; SR 121											
	1.44	24000	G	66%	1%	2%	1%	29%	2%	F	0.066	F		23000	G	2002
	Combined Traffic:	49000	G	68%	1%	2%	0%	26%	2%	F	0.066	F		46000	G	
North 				To	I-77 Fort Chiswell											
	2.31	18000	G	68%	1%	2%	1%	27%	2%	F	0.062	F		18000	G	2002
	Combined Traffic:	36000	G	69%	1%	2%	1%	26%	2%	F	0.062	F		36000	G	
North 				To	98-619											
	1.99	18000	G	68%	1%	2%	1%	27%	2%	F	0.065	F		18000	G	2002
	Combined Traffic:	36000	G	69%	1%	2%	1%	26%	2%	F	0.065	F		36000	G	
North 				To	98-618											
	1.44	18000	F	68%	1%	2%	1%	27%	2%	F	0.082	F		18000	F	2002
	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	0.070	F	0.522	36000	F	
Pulaski County Line																
South 				From	Smyth County Line											
	3.33	12000	G	77%	1%	2%	1%	19%	1%	F	0.074	F		12000	G	2002
	Combined Traffic:	24000	G	75%	1%	2%	1%	20%	1%	F	NA			25000	G	
South 				To	SR 90											
	6.54	12000	G	77%	1%	2%	1%	19%	1%	F	0.075	F		12000	G	2002
	Combined Traffic:	25000	G	75%	1%	2%	1%	20%	1%	F	NA			25000	G	
South 				To	US 11											
	1.08	12000	G	77%	1%	2%	1%	19%	1%	F	0.073	F		12000	G	2002
	Combined Traffic:	25000	G	75%	1%	2%	1%	20%	1%	F	NA			25000	G	
SCL Wytheville																
Town of Wytheville																
South 				From	SCL Wytheville											
	2.71	12000	G	77%	1%	2%	1%	19%	1%	F	0.073	F		12000	G	2002
	Combined Traffic:	25000	G	75%	1%	2%	1%	20%	1%	F	0.067	F		25000	G	
South 				To	US 21; US 52											
	1.99	13000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		13000	G	2002
	Combined Traffic:	26000	G	75%	1%	2%	1%	20%	1%	F	NA			26000	G	
South 				To	I-77 Wytheville											
	1.29	22000	G	70%	1%	3%	0%	24%	2%	F	0.067	F		21000	G	2002
	Combined Traffic:	45000	G	68%	1%	2%	0%	26%	2%	F	NA			42000	G	
South 				To	US 11											
	0.93	25000	A	70%	1%	3%	0%	24%	2%	A	0.117	A		23000	A	2002
	Combined Traffic:	50000	G	68%	1%	2%	0%	26%	2%	F	NA			46000	G	
NCL Wytheville																
Wythe County																
South 				From	NCL Wytheville											
	2.37	25000	A	70%	1%	3%	0%	24%	2%	A	0.117	A		23000	A	2002
	Combined Traffic:	50000	G	68%	1%	2%	0%	26%	2%	F	0.101	A	0.501	46000	G	
F-43																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
Wythe County																	
South 81	2.31	29000	G	From:	F-43					F	0.066	F		27000	G	2002	
Combined Traffic:		53000	G	To:	70%	1%	3%	0%	24%	2%	F	NA		50000	G		
					69%	1%	2%	0%	26%	2%	F						
South 81	0.93	25000	G	From:	US 52; SR 121					F	0.072	F		23000	G	2002	
Combined Traffic:		49000	G	To:	70%	1%	3%	0%	24%	2%	F	NA		46000	G		
					68%	1%	2%	0%	26%	2%	F						
South 81	3.20	18000	G	From:	I-77 Fort Chiswell					F	0.073	F		18000	G	2002	
Combined Traffic:		36000	G	To:	70%	1%	2%	1%	25%	2%	F	NA		36000	G		
					69%	1%	2%	1%	26%	2%	F						
South 81	1.96	18000	G	From:	98-619					F	0.074	F		18000	G	2002	
Combined Traffic:		36000	G	To:	70%	1%	2%	1%	25%	2%	F	NA		36000	G		
					69%	1%	2%	1%	26%	2%	F						
South 81	1.21	18000	F	From:	98-618					F	0.074	F		18000	F	2002	
Combined Traffic:		37000	F	To:	70%	1%	2%	1%	25%	2%	F	0.070	F	0.522	36000	F	
					69%	1%	2%	1%	26%	2%	F						
				To:	Pulaski County Line												
Town of Rural Retreat																	
90	0.60	6200	G	From:	98-616					F	0.089	F	0.510	6300	G	2002	
				To:	95%	1%	2%	0%	2%	0%							
				To:	NCL Rural Retreat												
Wythe County																	
90	0.66	6200	N	From:	NCL Rural Retreat					N	0.089	N	0.510	6300	N	2002	
				To:	95%	1%	2%	0%	2%	0%							
90	0.47	5100	G	From:	US 11 Staleys Cross Roads					F	0.080	F	0.516	5200	G	2002	
				To:	95%	1%	2%	0%	2%	0%							
				To:	I-81												
94	0.85	1100	G	From:	Carroll County Line					F	0.075	F	0.623	1200	G	2002	
				To:	96%	1%	2%	0%	1%	0%							
94	2.64	1900	G	From:	98-639 Ivanhoe					F	0.084	F	0.691	1900	G	2002	
				To:	96%	1%	2%	0%	1%	0%							
94	3.50	2000	G	From:	Old SR 94					F	0.082	F	0.7	2000	G	2002	
				To:	96%	1%	2%	0%	1%	0%							
94	2.06	4100	G	From:	98-634					F	0.085	F	0.684	4200	G	2002	
				To:	96%	1%	2%	0%	1%	0%							
				To:	US 52 Farmers Store												
100	6.16	2400	G	From:	Carroll County Line					F	0.087	F	0.525	2400	G	2002	
				To:	Pulaski County Line												
121	1.83	3700	G	From:	I-81 Fort Chiswell					F	0.085	F	0.539	3800	G	2002	
				To:	98-1004												
612 86	0.10	320	N	From:	Wythe County Line						NA			0	N	1998	
				To:	86-678; 98-612												
616 86	0.20	280	N	From:	Wythe County Line					N	0.090	N	0.52	280	N	2002	
				To:	Dead End												
678 86	0.20	40	R	From:	Wythe County Line						NA			NA		06/18/2001	
				To:	86-612 EAST												
600	2.90	110	R	From:	US 52						NA			NA		11/16/2000	
				To:	98-661 WEST												

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						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
600	0.40	90	R	From	98-661 WEST						NA			NA		11/16/2000
600	0.60	50	R	To	98-656						NA			NA		11/16/2000
600	0.30	130	R	From	98-661 SOUTH						NA			NA		1997
600	1.40	60	R	To	98-661 NORTH						NA			NA		11/16/2000
600	1.20	150	R	From	98-659 SOUTH 98-659 NORTH						NA			NA		1997
600	1.30	100	R	To	98-658						NA			NA		11/20/2000
600	5.80	240	R	From	98-603 NORTH 98-603 SOUTH						NA			NA		1997
600	1.29	60	R	To	5.80 MN 98-603						NA			NA		11/20/2000
600	1.71	5	R	To	7.10 MN 98-603						NA			NA		11/20/2000
601	0.70	350	R	To	Bland County Line											
601				From	Carroll County Line						NA			NA		1997
601				To	98-742											
602	3.66	450	R	From	Grayson County Line						NA			NA		1997
602	2.15	320	R	To	98-619 EAST 98-619 WEST						NA			NA		1997
602	1.10	120	R	From	98-690 WEST 98-690 EAST						NA			NA		12/14/2000
602				To	98-690 NORTH											
603	3.42	520	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.519	530	G	2002
603	0.30	190	R	To	98-600 South						NA			NA		1997
603	2.90	200	R	From	98-600 North						NA			NA		11/20/2000
603				To	Bland County Line											
604	0.80	100	R	From	98-619						NA			NA		12/04/2000
604				To	98-605											
605	0.50	280	R	From	SR 94						NA			NA		1997
605	1.60	280	R	To	98-604						NA			NA		12/04/2000
605	0.70	160	R	From	98-606						NA			NA		1997
605				To	SR 94											
606	0.60	60	R	From	98-605						NA			NA		12/04/2000
606				To	98-634											
607	5.27	980	G	92%	2%	2%	3%	1%	0%	C	0.092	F	0.536	1000	G	2002
607				To	US 52 SR 100											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
607	1.84	390	R	From:	SR 100						NA			NA		1997
				To:	Pulaski County Line											
608	0.04	60	R	From:	Carroll County Line						NA			NA		12/04/2000
				To:	SR 69											
608	2.40	220	R	From:							NA			NA		12/04/2000
				To:	98-624											
608	0.20	40	R	From:							NA			NA		12/04/2000
				To:	US 52											
608	1.90	260	R	From:							NA			NA		1997
				To:	98-623											
608	0.65	150	R	From:							NA			NA		1997
				To:	98-703											
608	2.75	80	R	From:							NA			NA		12/04/2000
				To:	98-621											
608	1.16	510	R	From:							NA			NA		12/04/2000
				To:	98-795											
608	0.18	630	R	From:							NA			NA		12/04/2000
				To:	0.19 ME 98-795											
608	0.06	1300	R	From:							NA			NA		1997
				To:	SR 100											
608	1.87	570	R	From:							NA			NA		1997
				To:	Pulaski County Line											
609	1.70	180	R	From:	98-618						NA			NA		12/04/2000
				To:	Pulaski County Line											
610	1.00	970	G	From:	ECL Wytheville; 139-5258					F	0.105	F	0.576	980	G	2002
				To:	98-647 WEST											
610	2.66	1000	G	From:	96% 1% 1% 0% 2% 0%					F	0.106	F	0.602	1000	G	2002
				To:	Jefferson Forest Boundary											
610	1.52	540	G	From:	96% 1% 1% 0% 2% 0%					C	0.097	F	0.509	550	G	2002
				To:	98-716											
610	1.31	650	G	From:	96% 1% 1% 0% 2% 0%					F	0.092	F	0.530	660	G	2002
				To:	98-1006											
610	0.87	870	R	From:							NA			NA		1997
				To:	98-712											
610	5.05	680	R	From:							NA			NA		1997
				To:	Pulaski County Line											
611	1.55	40	R	From:	98-626						NA			NA		11/30/2000
				To:	98-618											
612	4.91	350	R	From:	86-612; 86-678						NA			NA		1997
				To:	98-749											
613	2.10	600	R	From:	FR-44						NA			NA		1997
				To:	JEFF FOREST BNDY											
613	0.50	270	R	From:							NA			NA		1997
				To:	0.50 MN OF BNDY											
613	1.50	150	R	From:							NA			NA		11/27/2000
				To:	98-610											

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						2Axle	3+Axle	1Trail	2Trail								
Wythe County																	
613	1.50	280	R	From	98-610						NA			NA		11/27/2000	
				To	Dead End												
614	0.90	120	R	From	98-613						NA			NA		11/27/2000	
				To	98-713												
614	0.50	140	R	From	98-713						NA			NA		11/27/2000	
				To	0.50 MN 98-713												
614	0.20	240	R	From	98-763						NA			NA		1996	
				To	98-763												
614	1.10	1500	R	From	SR 121						NA			NA		1997	
				To	Smyth County Line												
615	0.30	470	R	From	98-670 SOUTH						NA			NA		1997	
				To	98-670 NORTH												
615	2.18	530	R	From	SCL RURAL RETREAT						NA			NA		1997	
				To													
Town of Rural Retreat																	
615	0.58	530	N	From	SCL RURAL RETREAT						NA			0	N	1997	
				To	98-749												
Wythe County																	
616	1.64	550	G	From	96%	2%	2%	1%	0%	0%	F	0.100	F	0.602	560	G	2002
				To	98-689												
616	0.15	950	G	From	96%	2%	2%	1%	0%	0%	C	0.095	F	0.55	960	G	2002
				To	WCL Rural Retreat												
Town of Rural Retreat																	
616	0.26	950	N	From	96%	2%	2%	1%	0%	0%	N	0.095	N	0.55	960	N	2002
				To	98-1107												
616	0.22	1100	G	From	96%	2%	2%	1%	0%	0%	F	0.123	F	0.565	1100	G	2002
				To	98-1101												
616	0.32	340	R	From	SR 90						NA			NA		1997	
				To	SR 90; 98-749												
616	0.23	960	R	From	98-674 SOUTH						NA			NA		1997	
				To	98-674 NORTH												
616	0.18	350	R	From	ECL Rural Retreat						NA			NA		1997	
				To													
Wythe County																	
616	0.72	350	N	From	ECL Rural Retreat						NA			0	N	1997	
				To	98-675												
617	0.90	50	R	From	Smyth County Line						NA			NA		11/16/2000	
				To	98-683												
617	0.51	20	R	From	98-706						NA			NA		11/16/2000	
				To	98-682												
617	0.69	60	R	From	98-680 NORTH						NA			NA		11/16/2000	
				To													
617	2.30	460	R	From	98-680 NORTH						NA			NA		1997	
				To													

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
(617)	1.50	500	R	From	98-680 SOUTH						NA			NA		11/16/2000
				To	Dead End											
(618)	1.09	190	R	From	SR 100						NA			NA		1997
				To												
(618)	1.30	100	R	From	98-609						NA			NA		1997
				To												
(618)	3.29	170	R	From	98-611						NA			NA		11/30/2000
				To												
(618)	0.10	1900	R	From	FR-45						NA			NA		1997
				To												
(619)	2.14	590	G	From	US 21					F	0.101	F	0.540	600	G	2002
				To												
(619)	0.61	210	G	From	JEFF FOREST BNDY					F	0.128	F	0.5	220	G	2002
				To												
(619)	1.60	190	G	From	98-707					C	0.114	F	0.5	200	G	2002
				To												
(619)	1.11	200	G	From	98-602 WEST					F	0.123	F	0.585	200	G	2002
				To												
(619)	0.49	430	G	From	JEFF FOREST BNDY					F	0.120	F	0.586	440	G	2002
				To												
(619)	1.75	200	G	From	98-646 WEST					F	0.133	F	0.6	200	G	2002
				To												
(619)	4.85	540	G	From	98-642 WEST					F	0.102	F	0.641	550	G	2002
				To												
(619)	3.43	740	G	From	SR 94					F	0.100	F	0.509	760	G	2002
				To												
(619)	0.69	980	G	From	98-631					F	0.084	F	0.503	1000	G	2002
				To												
(619)	2.54	1100	G	From	98-636					C	0.094	F	0.509	1100	G	2002
				To												
(619)	1.87	250	G	From	US 52 NORTH						NA			NA		2002
				To												
(619)	0.18	100	R	From	98-752						NA			NA		1997
				To												
(619)	1.20	130	R	From	0.18 ME 98-752						NA			NA		11/30/2000
				To												
(619)	1.87	100	R	From	98-626						NA			NA		11/30/2000
				To												
(619)	0.10	120	R	From	1.87 ME 98-626						NA			NA		1997
				To												
(619)	1.91	480	R	From	98-629						NA			NA		1997
				To												
(620)	0.45	60	R	From	98-622						NA			NA		12/04/2000
				To												
(621)	2.01	280	R	From	98-608						NA			NA		1997
				To												
(621)				From	SR 100											
				To												



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						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
(622)	0.20	NA		From	Dead End						NA			NA		
(622)	1.42	460	R	To	98-626						NA			NA		1997
				From	SR 100											
(623)	0.20	120	R	To	Dead End						NA			NA		1997
				From	98-608											
(624)	0.10	140	R	To	US 52						NA			NA		1997
				From	98-608											
(625)	2.40	60	R	To	98-672						NA			NA		12/14/2000
				From	98-670						NA			NA		12/14/2000
(625)	1.60	40	R	To	98-651						NA			NA		12/14/2000
				From	98-668					C	0.104	F	0.842	170	G	2002
(625)	0.10	170	G	To	98-690 SOUTH					F	0.093	F	0.670	490	G	2002
				From	98-666					F	0.092	F	0.505	420	G	2002
(625)	1.10	420	G	To	98-667 WEST					F	0.102	F	0.672	300	G	2002
				From	US 11 EAST											
(625)	0.32	240	R	To	US 11 WEST						NA			NA		1997
				From	FR-38						NA			NA		11/16/2000
(625)	0.65	120	R	To	98-665						NA			NA		11/16/2000
				From	98-680 EAST											
(625)	5.57	130	R	To	98-680 WEST						NA			NA		1997
				From	Dead End											
(626)	1.90	70	R	To	98-619						NA			NA		11/30/2000
				From	98-611						NA			NA		11/30/2000
(626)	0.50	8	R	To	98-622											
				From	US 52						NA			NA		1997
(627)	0.30	400	R	To	98-698						NA			NA		11/30/2000
				From	98-629											
(628)	0.49	70	R	To	Dead End						NA			NA		11/30/2000
				From	98-629											
(629)	2.90	530	R	To	US 52						NA			NA		1997
				From	98-619											
(630)	1.54	220	R	To	98-631						NA			NA		1997
				From	US 52											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Wythe County																	
(630)	0.70	310	R	From	US 52					NA			NA			11/30/2000	
				To	Dead End												
(631)	1.90	70	R	From	98-619					NA			NA			12/04/2000	
				To	98-630												
(631)	2.90	310	R	From	SR 94					NA			NA			1997	
(631)	0.70	60	R	From	SR 94					NA			NA			11/30/2000	
				To	98-634												
(632)	1.60	510	R	From	98-634					NA			NA			1997	
				To	98-736												
(633)	0.40	190	R	From	Dead End					NA			NA			11/30/2000	
				To	98-790												
(633)	0.10	260	R	From	98-790					NA			NA			1997	
				To	98-634												
(634)	2.00	140	R	From	98-619					NA			NA			12/04/2000	
				To	98-606												
(634)	4.40	2300	R	From	98-606					NA			NA			1997	
				To	FR-42												
(635)	0.65	40	R	From	Carroll County Line					NA			NA			12/04/2000	
				To	Dead End												
(636)	1.00	610	R	From	Carroll County Line					NA			NA			1997	
				To	SR 69 SOUTH												
(636)	1.07	1200	G	From	94%	1%	3%	1%	1%	0%	C	0.096	F	0.516	1200	G	2002
				To	98-619												
(637)	1.40	40	R	From	Carroll County Line					NA			NA			12/04/2000	
				To	SR 100												
(638)	0.10	130	R	From	Dead End					NA			NA			11/30/2000	
				To	0.10 ME Dead End												
(638)	0.17	250	R	From	0.10 ME Dead End					NA			NA			11/30/2000	
				To	0.27 ME Dead End												
(638)	1.00	370	R	From	0.27 ME Dead End					NA			NA			11/30/2000	
				To	SR 94												
(639)	0.34	190	R	From	98-742					NA			NA			1997	
				To	SR 94												
(639)	0.17	100	R	From	SR 94					NA			NA			1996	
				To	0.17 MN SR 94												
(639)	1.22	60	R	From	0.17 MN SR 94					NA			NA			12/11/2000	
				To	Dead End												
(640)	1.00	1300	R	From	SR 94					NA			NA			1997	
				To	98-643												
(640)	1.00	320	R	From	98-643					NA			NA			1997	
				To	1.00 MN 98-643												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
From: 640	3.90	70	R			1.00 MN 98-643					NA			NA		11/30/2000
To: 640						98-720					NA			NA		1997
From: 640	2.26	370	R			98-696					NA			NA		1997
To: 640	0.17	1300	R			SCL WYTHEVILLE					NA			NA		1997
From: 641						Dead End					NA			NA		12/04/2000
To: 641	1.00	50	R			SR 94					NA			NA		12/04/2000
From: 642						Dead End					NA			NA		12/11/2000
To: 642	0.70	210	R			98-646					NA			NA		12/11/2000
From: 642	1.10	100	R			98-690					NA			NA		12/11/2000
To: 642	0.30	300	G	93%	3%	3%	1%	1%	0%	C	0.115	F	0.838	310	G	2002
From: 642						98-619					NA			NA		1997
To: 642	1.00	110	R			98-619 EAST					NA			NA		1997
From: 642						98-643 WEST					NA			NA		12/11/2000
To: 642	0.70	50	R			98-643 EAST					NA			NA		12/11/2000
From: 642	0.95	90	R			98-768					NA			NA		12/04/2000
To: 642	0.95	60	R			98-644					NA			NA		12/04/2000
From: 642	2.30	300	R			SR 94					NA			NA		12/04/2000
To: 643						Dead End					NA			NA		12/11/2000
From: 643	1.90	50	R			98-642 WEST					NA			NA		12/11/2000
To: 643	0.60	80	R			98-619 WEST					NA			NA		1997
From: 643						98-751					NA			NA		1997
To: 643	0.40	110	R			98-645					NA			NA		1997
From: 643	0.20	90	R			98-640					NA			NA		1997
To: 643	3.40	780	R			98-642					NA			NA		12/11/2000
From: 644						98-745					NA			NA		1997
To: 644	2.90	120	R			98-601					NA			NA		12/11/2000
From: 645						98-646					NA			NA		12/11/2000
To: 645	0.70	50	R			98-619 WEST					NA			NA		12/11/2000
From: 646						98-690 WEST					NA			NA		12/11/2000
To: 646	1.30	70	R			98-690 EAST					NA			NA		12/11/2000
From: 646	1.80	130	R			98-642					NA			NA		12/11/2000
To: 646																

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						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
(646)	1.40	110	R	From	98-642						NA			NA		12/11/2000
(646)	0.70	100	R	To	98-645						NA			NA		12/11/2000
				From	98-619 EAST											
(647)	1.39	230	R	To	ECL WYTHEVILLE						NA			NA		11/27/2000
				From	98-610 WEST											
(647)	1.70	190	R	To	98-610 EAST						NA			NA		11/27/2000
				From	Dead End											
(648)	0.30	80	R	To	Dead End						NA			NA		12/11/2000
				From	98-643											
(649)	2.70	250	R	To	SECL WYTHEVILLE						NA			NA		11/30/2000
(649)	0.80	700	R	To	98-720						NA			NA		1997
				From	FR-42 Gap Terminus											
(649)	0.22	190	R	To	FR-43 Gap Terminus						NA			NA		1997
				From	98-704											
(649)	0.06	160	R	To	Dead End						NA			NA		11/30/2000
				From	Dead End											
(650)	0.93	80	R	To	98-773						NA			NA		1997
(650)	0.67	50	R	To	98-684						NA			NA		12/14/2000
				From	98-669											
(651)	0.60	290	R	To	98-625						NA			NA		1997
(651)	1.30	340	R	To	US 21						NA			NA		1997
(651)	1.40	60	R	To	98-684						NA			NA		12/14/2000
(651)	1.40	60	R	To	98-690; 98-707						NA			NA		12/14/2000
				From	98-667						NA			NA		1997
(652)	1.00	120	R	To	1.00 ME 98-667						NA			NA		1997
(652)	1.40	70	R	To	98-653						NA			NA		1997
(652)	0.60	240	R	To	98-654						NA			NA		1997
				To	US 21											
(653)	1.50	50	R	From	98-654						NA			NA		1997
(653)	0.60	80	R	From	98-652 NORTH						NA			NA		1997
				From	98-652 SOUTH											
(653)	0.70	130	R	To	98-690						NA			NA		1997

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
(654)	1.00	120	R	From		98-652					NA			NA		1997
(654)	1.00	80	R	To		98-653					NA			NA		1997
(654)	1.10	180	R	From		1.00 MN 98-653					NA			NA		1997
(654)				To		98-667										
(655)	2.10	130	R	From		98-684					NA			NA		1997
(655)				To		98-667										
(656)	1.31	240	R	From		NCL WYTHEVILLE					NA			NA		1997
(656)				To		98-600										
(658)	0.60	20	R	From		98-600					NA			NA		11/20/2000
(658)				To		Dead End										
(659)	5.89	180	R	From		98-661					NA			NA		1997
(659)				To		98-603 NCL WYTHEVILLE										
(660)	0.70	670	R	From		98-661					NA			NA		1997
(660)				To		98-659										
(661)	1.10	160	R	From		NCL WYTHEVILLE					NA			NA		1997
(661)				To		98-600										
(661)	0.50	120	R	From							NA			NA		1997
(661)				To		98-659										
(661)	0.87	47	R	From							NA			NA		1997
(661)				To		98-600										
(662)	0.40	50	R	From		Dead End					NA			NA		1997
(662)				To		98-664										
(663)	1.10	300	R	From		98-667					NA			NA		1997
(663)				To		US 11 WEST										
(663)	0.42	80	R	From		US 11 EAST					NA			NA		1997
(663)				To		FR-39										
(663)	0.56	40	R	From							NA			NA		1997
(663)				To		Dead End										
(664)	0.40	70	R	From		98-666					NA			NA		11/16/2000
(664)				To		98-711										
(664)	4.30	390	R	From							NA			NA		1997
(664)				To		US 52										
(665)	0.76	40	R	From		98-625					NA			NA		11/16/2000
(665)				To		0.76 MW 98-625										
(665)	0.86	60	R	From							NA			NA		11/16/2000
(665)				To		98-625										
(666)	1.00	170	R	From		98-625					NA			NA		12/14/2000
(666)				To		98-667 EAST										
(666)	1.60	160	R	From		98-667 WEST					NA			NA		12/14/2000
(666)				To		US 11										

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						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
666	0.15	320	R	From:	US 11						NA			NA		1997
				To:	98-665											
666	0.28	170	R	From:							NA			NA		1997
				To:	0.28 MN 98-665											
666	0.70	170	R	From:							NA			NA		11/16/2000
				To:	98-664											
666	1.29	120	R	From:							NA			NA		11/16/2000
				To:	1.30 MN 98-664											
666	0.15	60	R	From:							NA			NA		1997
				To:	1.44 MN 98-664											
666	0.21	60	R	From:							NA			NA		11/16/2000
				To:	98-680											
667	0.80	360	R	From:	US 11						NA			NA		1997
				To:	98-625 WEST											
667	1.30	260	G	91%	5%	3%	1%	1%	0%	F	0.122	F	0.6	260	G	2002
				From:	98-652											
667	1.50	440	G	91%	5%	3%	1%	1%	0%	F	0.125	F	0.709	450	G	2002
				From:	98-663											
667	1.30	670	G	91%	5%	3%	1%	1%	0%	C	0.093	F	0.627	680	G	2002
				From:	98-654											
667	0.80	820	G	91%	5%	3%	1%	1%	0%	F	0.119	F	0.692	840	G	2002
				From:	98-655											
667	0.60	1000	G	91%	5%	3%	1%	1%	0%	F	0.12	F	0.717	1000	G	2002
				From:	WCL WYTHEVILLE											
668	1.70	170	G	93%	5%	1%	0%	1%	0%	C	0.120	F	0.591	170	G	2002
				From:	98-669											
669	0.30	70	R	To:	98-625						NA			NA		12/14/2000
				From:	98-670											
669	0.30	100	R	To:	98-708						NA			NA		12/14/2000
				From:	98-709											
669	2.70	240	R	To:	98-668						NA			NA		1997
				From:	83%	4%	0%	13%	0%							
669	0.70	60	R	To:	98-674 SOUTH						NA			NA		12/14/2000
				From:	98-674 NORTH											
670	1.10	100	R	To:	98-699						NA			NA		11/13/2000
				From:	98-616											
670	0.20	270	R	To:	98-615 NORTH						NA			NA		1997
				From:	98-615 SOUTH											
670	2.73	400	R	To:	98-749						NA			NA		1997
				From:	98-673 EAST											
670	0.40	180	R	To:	98-671						NA			NA		1997
				From:												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
(670)	2.20	80	R	From	98-671						NA			NA		12/14/2000
(670)	0.30	80	R	To	98-669						NA			NA		12/14/2000
(670)	2.10	60	R	From	98-672						NA			NA		12/14/2000
(670)	0.90	70	R	To	98-625						NA			NA		12/14/2000
				To	US 21											
(671)	1.10	180	R	From	98-612						NA			NA		12/14/2000
(671)	1.50	60	R	To	98-749						NA			NA		12/14/2000
				To	98-670											
(672)	0.70	80	R	From	98-749						NA			NA		12/14/2000
(672)	1.80	60	R	To	98-625						NA			NA		12/14/2000
				To	98-670											
(673)	1.30	30	R	From	98-749						NA			NA		12/14/2000
				To	98-670 EAST											
(673)	2.30	90	R	From	98-670 WEST						NA			NA		12/14/2000
(673)	1.60	310	R	To	98-708						NA			NA		1994
				To	98-674 WEST											
(673)	1.90	220	R	From	98-674 EAST						NA			NA		11/13/2000
				To	98-675											
(674)	1.70	160	R	From	98-625; 98-690						NA			NA		1994
(674)	1.20	580	G	To	98-669 SOUTH					F	0.109	F	0.515	590	G	2002
(674)	2.18	1000	G	From	98-709					C	0.095	F	0.704	1000	G	2002
				To	SCL RURAL RETREAT											
Town of Rural Retreat																
(674)	0.42	390	G	From	SCL RURAL RETREAT					F	0.173	F	0.643	400	G	2002
(674)	0.21	670	G	To	98-616 SOUTH					F	0.187	F	0.653	680	G	2002
(674)	0.16	350	R	From	98-675						NA			NA		1994
(674)	0.11	360	R	To	98-1110						NA			NA		1997
				To	NCL Rural Retreat											
Wythe County																
(674)	0.10	360	N	From	NCL Rural Retreat						NA			0	N	1997
				To	Dead End											
(675)	0.30	30	R	From	Dead End						NA			NA		11/13/2000
				To	US 11											

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						2Axle	3+Axle	1Trail	2Trail								
Wythe County																	
675	0.49	690	G	From:		US 11				F	0.112	F	0.518	710	G	2002	
				To:	WCL Rural Retreat												
Town of Rural Retreat																	
675	0.15	690	N	From:		WCL Rural Retreat				N	0.112	N	0.518	710	N	2002	
				To:													
675	0.49	1300	G	From:		98-1114				F	0.103	F	0.516	1300	G	2002	
				To:	98-1111												
675	Buck St	0.07	230	G	From:		98-1111 Church St				F	0.164	F	0.658	230	G	2002
					To:												
675		0.23	1600	G	From:		SR 90 Main St				C	0.222	F	0.612	1600	G	2002
					To:												
675		0.23	1200	R	From:		98-674					NA		NA		1994	
					To:	ECL RURAL RETREAT											
Wythe County																	
675		2.47	310	R	From:		ECL RURAL RETREAT					NA		NA		1994	
					To:	98-699											
676		0.60	60	R	From:		98-616					NA		NA		11/13/2000	
					To:	0.60 MN 98-616											
676		0.50	30	R	From:							NA		NA		11/13/2000	
					To:	US 11											
677		0.50	300	R	From:		98-670					NA		NA		1994	
					To:	98-778											
677		1.60	300	R	From:							NA		NA		1994	
					To:	98-749 SOUTH											
677		1.10	90	R	From:		98-749 NORTH					NA		NA		11/13/2000	
					To:	98-674											
678		0.53	130	R	From:		SR 94					NA		NA		1994	
					To:	SR 94											
679		1.44	230	R	From:		98-680					NA		NA		1994	
					To:	FR-38; 98-729											
680		0.04	2000	G	From:		I-81 WEST RAMP				F	0.101	F	0.646	2000	G	2002
					To:	98-679											
680		0.09	1400	G	From:		98-617 SOUTH				C	0.096	F	0.669	1400	G	2002
					To:	98-617 WEST											
680		0.43	1000	G	From:		98-617 WEST				F	0.089	F	0.636	1000	G	2002
					To:	98-625 WEST											
680		1.80	430	G	From:		98-625 WEST				F	0.090	F	0.557	440	G	2002
					To:	98-666											
680		2.75	300	G	From:		98-666				F	0.089	F	0.571	300	G	2002
					To:	US 52											
681		0.80	70	R	From:		Dead End					NA		NA		11/16/2000	
					To:	0.80 MS Dead End											



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						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
681	0.02	60	R	From:	0.80 MS Dead End						NA			NA		1994
				To:	98-680											
682	1.00	230	R	From:	US 11						NA			NA		1994
				To:	98-617											
683	1.20	48	R	From:	98-682						NA			NA		11/16/2000
				To:	98-617											
684	0.79	120	R	From:	US 21 SW						NA			NA		1994
				To:	Dead End; Gap Terminus											
684	2.00	80	R	From:	US 21 S; Gap Terminus						NA			NA		12/14/2000
				To:	98-651											
684	1.60	60	R	From:							NA			NA		12/14/2000
				To:	98-690											
684	3.50	180	R	From:							NA			NA		1994
				To:	US 21 S MID											
684	1.00	180	R	From:	US 21 N MID						NA			NA		1994
				To:	US 21 N											
684	1.16	160	R	From:	US 21 NE						NA			NA		11/30/2000
				To:	1.16 MN US 21											
684	0.33	20	R	From:							NA			NA		11/30/2000
				To:	Dead End											
685	0.80	180	R	From:	Dead End						NA			NA		11/30/2000
				To:	98-634											
686	1.30	220	R	From:	Dead End						NA			NA		11/16/2000
				To:	US 52											
687	0.32	60	R	From:	SR 94						NA			NA		12/11/2000
				To:	SR 94											
688	2.50	110	R	From:	SR 100						NA			NA		12/04/2000
				To:	Pulaski County Line											
689	0.50	220	R	From:	98-615						NA			NA		11/13/2000
				To:	98-616											
690	0.57	70	R	From:	98-625-N; 98-674						NA			NA		1994
				To:	98-625 MID											
690	1.94	570	G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.544	580	G	2002
690	1.68	1000	G	96%	1%	1%	1%	1%	0%	C	0.096	F	0.64	1100	G	2002
690	0.56	940	G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.665	960	G	2002
690	1.42	780	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.655	790	G	2002
690	3.32	480	G	96%	1%	1%	1%	1%	0%	F	0.123	F	0.595	490	G	2002
				To:	98-642											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
(691)	1.20	46	R	From:	98-670						NA			NA		12/14/2000
(691)	0.20	60	R	To:	1.20 ME 98-670						NA			NA		12/14/2000
				From:	98-749											
(692)	0.90	50	R	To:	Dead End						NA			NA		12/14/2000
				From:	98-749											
(693)	0.23	40	R	To:	US 11						NA			NA		1994
				From:	98-666											
(694)	1.00	450	R	To:	SR 94						NA			NA		12/11/2000
				From:	Dead End											
(695)	0.36	60	R	To:	Dead End						NA			NA		11/13/2000
				From:	98-616											
(696)	2.83	180	R	To:	US 21						NA			NA		11/30/2000
(696)	0.08	30	R	From:	98-640						NA			NA		11/30/2000
				To:	Dead End											
(697)	0.55	30	R	From:	FR-44						NA			NA		11/27/2000
				To:	FR-44											
(698)	0.50	160	R	From:	98-627						NA			NA		11/30/2000
(698)	0.50	50	R	To:	98-731						NA			NA		11/30/2000
				To:	Dead End											
(699)	1.20	90	R	From:	98-674						NA			NA		12/14/2000
(699)	1.00	120	R	To:	98-669						NA			NA		12/14/2000
(699)	1.90	280	R	From:	98-675						NA			NA		12/14/2000
				To:	98-667											
(700)	1.30	150	R	From:	US 52						NA			NA		12/04/2000
				To:	Dead End											
(701)	1.20	80	R	From:	Dead End						NA			NA		1994
				To:	Pulaski County Line											
(702)	0.90	240	R	From:	FR-44						NA			NA		11/27/2000
				To:	Dead End											
(703)	0.53	80	R	From:	98-608						NA			NA		12/04/2000
				To:	Dead End											
(704)	0.60	20	R	From:	98-649						NA			NA		11/30/2000
				To:	Dead End											
(706)	0.10	10	R	From:	98-617						NA			NA		11/16/2000
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
Wythe County																	
707	3.30	60	R	From:	98-619						NA			NA		12/14/2000	
				To:	98-651; 98-690												
708	1.20	70	R	From:	98-669						NA			NA		12/14/2000	
				To:	98-673												
709	2.60	100	R	From:	98-669						NA			NA		12/14/2000	
				To:	98-674												
711	0.70	20	R	From:	98-664						NA			NA		11/16/2000	
				To:	Dead End												
712	7.40	240	R	From:	98-610						NA			NA		11/27/2000	
				To:	Pulaski County Line												
Pulaski County																	
712	0.05	40	R	From:	Pulaski County Line						NA			NA		11/27/2000	
				To:	Dead End												
Wythe County																	
713	0.75	130	R	From:	Dead End						NA			NA		11/27/2000	
				To:	98-614												
714	0.58	40	R	From:	Dead End						NA			NA		12/11/2000	
				To:	98-739												
714	0.17	70	R	From:							NA			NA		12/11/2000	
				To:	98-643												
715	0.90	60	R	From:	98-680						NA			NA		11/16/2000	
				To:	Dead End												
716	0.50	60	R	From:	98-610						NA			NA		11/27/2000	
				To:	Dead End												
717	4.33	230	G	From:	91%	1%	2%	3%	3%	0%	C	0.121	F	0.519	230	G	2002
				To:	Wythe County Line												
718	0.37	30	R	From:	SR 100						NA			NA		12/04/2000	
				To:	98-607												
719	0.45	250	R	From:	SR 69						NA			NA		12/04/2000	
				To:	US 52												
720	0.40	100	R	From:	98-640						NA			NA		11/30/2000	
				To:	0.40 MN 98-640												
720	1.45	320	R	From:							NA			NA		11/30/2000	
				To:	98-649												
721	0.67	30	R	From:	Dead End						NA			NA		12/14/2000	
				To:	98-779												
722	0.67	40	R	From:	Dead End						NA			NA		1994	
				To:	98-615												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Rural Retreat																
723	0.38	470	R	From	98-749						NA			NA		1994
				To	98-674											
Wythe County																
724	0.18	NA		From	Dead End						NA			NA		
				To	0.18 MW Dead End											
724	0.12	30	R	From							NA			NA	11/27/2000	
				To	98-614											
Town of Rural Retreat																
725	0.23	460	R	From	SR 90						NA			NA		11/13/2000
				To	98-674											
Wythe County																
726	1.33	100	R	From	Dead End						NA			NA		11/27/2000
				To	1.33 ME Dead End											
726	2.10	210	R	From							NA			NA	11/27/2000	
				To	FR-44											
Town of Rural Retreat																
727	0.13	190	R	From	Dead End						NA			NA		11/13/2000
				To	98-675											
Wythe County																
728	0.60	60	R	From	98-749						NA			NA		12/14/2000
				To	Dead End											
729	0.95	90	R	From	FR-38; 98-679						NA			NA		11/16/2000
				To	Dead End											
730	0.25	140	R	From	SR 94						NA			NA		12/11/2000
				To	Dead End											
731	0.45	60	R	From	Dead End						NA			NA		11/30/2000
				To	98-698											
732	0.12	50	R	From	0.12 MS 98-742						NA			NA		12/11/2000
				To	98-742											
732	0.15	48	R	From							NA			NA		12/11/2000
				To	Dead End											
733	0.07	20	R	From	98-742						NA			NA		12/11/2000
				To	0.08 ME 98-742											
733	0.03	50	R	From							NA			NA		12/11/2000
				To	98-732											
733	0.08	40	R	From							NA			NA		12/11/2000
				To	98-744											
734	0.11	20	R	From	Dead End						NA			NA		12/14/2000
				To	98-749											
735	1.30	390	R	From	98-617						NA			NA		11/16/2000
				To	Dead End											
736	0.57	420	R	From	US 52 SOUTH						NA			NA		11/30/2000
				To	US 52 NORTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
737	0.13	20	R	From:	US 11						NA			NA		11/13/2000
				To:	Dead End											
738	0.30	80	R	From:	Dead End						NA			NA		12/14/2000
				To:	98-619											
739	0.60	60	R	From:	Dead End						NA			NA		12/11/2000
				To:	98-714											
740	0.34	40	R	From:	Dead End						NA			NA		12/14/2000
				To:	0.34 MN Dead End											
740	0.21	60	R	From:	0.35 MN Dead End						NA			NA		12/14/2000
				To:	98-602											
741	0.26	40	R	From:	SR 94						NA			NA		12/04/2000
				To:	SR 94											
742	1.98	530	R	From:	SR 94 SOUTH						NA			NA		12/11/2000
				To:	SR 94 NORTH											
743	0.10	70	R	From:	SR 94						NA			NA		12/11/2000
				To:	98-764											
744	0.07	440	R	From:	98-742						NA			NA		12/11/2000
				To:	SR 94											
745	0.16	60	R	From:	Dead End						NA			NA		12/11/2000
				To:	98-644											
746	0.13	20	R	From:	US 11						NA			NA		11/13/2000
				To:	Dead End											
748	0.55	140	R	From:	Dead End						NA			NA		12/11/2000
				To:	98-765											
748	0.05	360	R	From:							NA			NA		12/11/2000
				To:	98-643											
Town of Rural Retreat																
749	0.06	5600	G	97%	0%	2%	0%	1%	0%	F	0.089	F	0.578	5700	G	2002
				From:	SR 90											
749	0.21	4700	G	97%	0%	2%	0%	1%	0%	C	0.085	F	0.576	4700	G	2002
				From:	98-1101											
749	0.17	3300	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.552	3400	G	2002
				From:	98-615											
749	0.03	2300	G	97%	0%	2%	0%	1%	0%	F	0.092	F	0.55	2400	G	2002
				From:	98-1112											
				To:	SCL Rural Retreat											
Wythe County																
749	1.09	2300	N	97%	0%	2%	0%	1%	0%	N	0.092	N	0.55	2400	N	2002
				From:	SCL Rural Retreat											
749	3.15	1400	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.564	1400	G	2002
				From:	98-677 SOUTH											
				To:	Smyth County Line											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
749	0.15	1400	N	From:	Wythe County Line					N	0.093	N	0.564	1400	N	2002	
				To:	86-614 Smyth County Line												
Wythe County																	
749	5.13	690	G	From:	Smyth County Line					F	0.098	F	0.517	700	G	2002	
				To:	98-672												
749	0.77	580	G	From:	94%	2%	2%	1%	1%	0%	F	0.1	F	0.632	590	G	2002
				To:	98-612												
749	1.39	1100	G	From:	94%	2%	2%	1%	1%	0%	C	0.096	F	0.568	1100	G	2002
				To:	US 21												
750	0.65	400	R	From:	Dead End						NA		NA		11/27/2000		
				To:	SR 121												
751	0.30	40	R	From:	Dead End						NA		NA		12/04/2000		
				To:	98-643 Gap												
751	0.95	160	R	From:	SR 94 Gap						NA		NA		12/04/2000		
				To:	Dead End												
752	0.80	40	R	From:	98-619						NA		NA		11/30/2000		
				To:	Dead End												
Town of Rural Retreat																	
753	0.20	80	R	From:	98-616						NA		NA		11/13/2000		
				To:	NCL RURAL RETREAT												
Wythe County																	
754	0.45	40	R	From:	98-607 WEST						NA		NA		12/04/2000		
				To:	98-607 EAST												
755	0.40	130	R	From:	98-694						NA		NA		12/11/2000		
				To:	Dead End												
757	0.10	50	R	From:	Dead End						NA		NA		12/11/2000		
				To:	98-742												
758	0.38	NA		From:	Cul-de-Sac						NA		NA				
				To:	98-776												
758	0.30	520	R	From:						NA			NA		11/30/2000		
				To:	FR-42												
759	0.25	60	R	From:	SR 69						NA		NA		12/04/2000		
				To:	Dead End												
760	0.02	30	R	From:	Dead End						NA		NA		12/04/2000		
				To:	98-619												
761	0.30	100	R	From:	Dead End						NA		NA		1994		
				To:	US 11												
762	0.20	40	R	From:	Dead End						NA		NA		11/27/2000		
				To:	FR-44												
763	0.15	190	R	From:	Dead End						NA		NA		12/11/2000		
				To:	98-614												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
764	0.75	60	R	From	SR 94						NA			NA		12/11/2000
				To	Dead End											
765	0.35	60	R	From	98-748						NA			NA		1989
				To	Dead End											
766	0.56	100	R	From	Dead End						NA			NA		12/04/2000
				To	SR 94											
767	0.08	50	R	From	Dead End						NA			NA		11/27/2000
				To	98-614											
768	0.40	30	R	From	Dead End						NA			NA		12/11/2000
				To	98-642											
769	0.08	60	R	From	98-694						NA			NA		12/11/2000
				To	Dead End											
770	0.09	30	R	From	Dead End						NA			NA		11/30/2000
				To	98-630											
771	0.25	140	R	From	US 11						NA			NA		1994
				To	Dead End											
772	1.70	140	R	From	Carroll County Line						NA			NA		12/04/2000
				To	98-607											
772	1.00	110	R	From	98-607						NA			NA		12/04/2000
				To	Dead End											
773	0.75	250	R	From	US 21						NA			NA		12/14/2000
				To	98-650											
774	0.17	60	R	From	Dead End						NA			NA		12/11/2000
				To	98-643											
776	0.17	200	R	From	Dead End						NA			NA		11/30/2000
				To	98-758											
777	0.15	70	R	From	US 21						NA			NA		12/14/2000
				To	Dead End											
778	0.74	NA		From	Dead End						NA			NA		
				To	98-677											
779	0.55	230	R	From	98-602 SOUTH						NA			NA		12/14/2000
				To	98-602 NORTH											
780	1.01	210	R	From	US 52 SOUTH						NA			NA		11/30/2000
				To	US 52 NORTH											
781	0.20	NA		From	Dead End						NA			NA		
				To	98-694											
782	0.54	270	R	From	FR-44						NA			NA		11/27/2000
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
(783)	0.25	90	R	From	FR-44						NA			NA		11/27/2000
				To	Dead End											
(789)	0.22	NA		From	Dead End/						NA			NA		
				To	SR-00094(B)/											
(790)	0.04	30	R	From	Cul-de-Sac						NA			NA		11/30/2000
				To	98-791											
(790)	0.09	120	R	From							NA			NA		11/30/2000
				To	98-633											
(791)	0.13	40	R	From	98-790						NA			NA		11/30/2000
				To	Cul-de-Sac											
(792)	0.50	NA		From	Cul-de-Sac						NA			NA		
				To	98-610											
(795)	1.13	130	R	From	98-621						NA			NA		12/04/2000
				To	98-608											
(796)	0.23	NA		From	US-00052(B)/						NA			NA		
				To	Cul-de-Sac/											
(797)	0.74	NA		From	98-619						NA			NA		
				To	Dead End											
(800)	0.10	NA		From	US 21						NA			NA		
				To	Cul-de-Sac											
(805)	0.18	30	R	From	SR 94						NA			NA		12/04/2000
				To	Dead End											
(806)	0.08	NA		From	98-696						NA			NA		
				To	98-807											
(807)	0.60	NA		From	Dead End						NA			NA		
				To	98-806											
(810)	0.15	50	R	From	98-603 SOUTH						NA			NA		11/20/2000
				To	98-603 NORTH											
(830)	0.03	20	R	From	98-680						NA			NA		11/16/2000
				To	Dead End											
(840)	0.60	90	R	From	98-670						NA			NA		1997
				To	98-749											
(1001)	0.32	570	R	From	98-610; 98-1007						NA			NA		11/27/2000
				To	98-1005											
(1002)	0.31	380	R	From	98-1006						NA			NA		11/27/2000
				To	Dead End											
(1003)	0.25	140	R	From	98-1005						NA			NA		11/27/2000
				To	0.25 MN 98-1005											



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
1003	0.20	NA		From	0.25 MN 98-1005						NA			NA		
				To	98-610											
1004	0.22	1400	R	From	SR 121; 98-1007						NA			NA		11/27/2000
				To	98-610											
1005	0.65	200	R	From	98-610						NA			NA		11/27/2000
				To	Dead End											
1006	0.06	1900	G	93%	2%	3%	2%	1%	0%	C	0.133	F	0.509	2000	G	2002
				From	SR 121											
1006	0.08	340	R	From	98-610						NA			NA		11/27/2000
				To	98-1002											
1007	0.50	220	R	From	Dead End						NA			NA		11/27/2000
				To	98-610; 98-1001											
1008	0.03	30	R	From	Dead End						NA			NA		11/27/2000
				To	98-1002; 98-1005											
1009	0.14	40	R	From	Dead End						NA			NA		11/27/2000
				To	SR 121											
1010	0.25	70	R	From	Dead End						NA			NA		11/27/2000
				To	98-610											
1011	0.13	70	R	From	Dead End						NA			NA		11/27/2000
				To	98-1009											
1012	0.57	450	R	From	98-610						NA			NA		11/27/2000
				To	Dead End											
1015	0.21	NA		From	SR 94						NA			NA		
				To	98-1016											
1016	0.13	NA		From	98-1015						NA			NA		
				To	Dead End											
1041	0.41	NA		From	Cul-de-Sac/						NA			NA		
				To	FR-00045(B)/											
1044	0.36	NA		From	Cul-de-Sac						NA			NA		
				To	FR-45											
Town of Rural Retreat																
1101	0.27	1000	G	97%	1%	1%	0%	0%	0%	C	0.108	F	0.591	1100	G	2002
				From	98-616											
1102	0.04	60	R	From	98-723						NA			NA		11/13/2000
				To	98-616											
1103	0.07	130	R	From	98-1118						NA			NA		11/13/2000
				To	98-1117 Gap Terminus											
1103	0.05	50	R	From	98-1101 Gap Terminus						NA			NA		11/13/2000
				To	98-616											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wythe County																
1104	0.08	48	R	From	98-1119						NA			NA		11/13/2000
				To	WCL RURAL RETREAT											
Town of Rural Retreat																
1104	0.11	130	R	From	WCL RURAL RETREAT						NA			NA		11/13/2000
				To	98-727											
1105	0.05	30	R	From	Dead End						NA			NA		11/13/2000
				To	98-615											
1106	0.03	480	R	From	98-674						NA			NA		11/13/2000
				To	98-9424											
1107	0.05	80	R	From	Dead End						NA			NA		11/13/2000
				To	98-616											
1108	0.10	60	R	From	98-675						NA			NA		11/13/2000
				To	98-1109											
1109	0.02	60	R	From	Dead End						NA			NA		11/13/2000
				To	98-1108											
1109	0.02	10	R	From	Dead End						NA			NA		11/13/2000
				To	Dead End											
1110	0.05	20	R	From	0.05 MW 98-674						NA			NA		11/13/2000
				To	98-674											
1110	0.10	80	R	From	Dead End						NA			NA		11/13/2000
				To	Dead End											
1111	0.16	500	R	From	SR 90						NA			NA		11/13/2000
				To	98-675											
1112	0.10	940	G	From	98-749					C	0.097	F	0.682	950	G	2002
				To	98-674											
1113	0.12	70	R	From	98-727						NA			NA		11/13/2000
				To	WCL RURAL RETREAT											
Wythe County																
1113	0.11	80	R	From	WCL RURAL RETREAT						NA			NA		11/13/2000
				To	98-1114											
1114	0.09	220	R	From	98-1119						NA			NA		11/13/2000
				To	WCL Rural Retreat											
Town of Rural Retreat																
1114	0.07	220	R	From	WCL Rural Retreat						NA			NA		11/13/2000
				To	98-675											
1115	0.15	150	R	From	98-725						NA			NA		11/13/2000
				To	98-675											
1116	0.15	80	R	From	Dead End						NA			NA		11/13/2000
				To	98-674											













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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Rural Retreat																
1117	0.13	210	R	From:	98-1103						NA			NA		11/13/2000
				To:	98-749											
1118	0.21	100	R	From:	Dead End						NA			NA		11/13/2000
				To:	98-1103											
Wythe County																
1119	0.32	80	R	From:	Dead End						NA			NA		11/13/2000
				To:	98-1114											
1120	0.23	130	R	From:	US 11						NA			NA		11/13/2000
				To:	Dead End											
1121	0.27	330	R	From:	98-675						NA			NA		11/13/2000
				To:	US 11											
1122	0.26	130	R	From:	98-675						NA			NA		11/13/2000
				To:	98-1121											
1123	0.10	30	R	From:	98-1114						NA			NA		11/13/2000
				To:	Cul-de-Sac											
1124	0.23	NA		From:	Dead End/						NA			NA		
				To:	Dead End/											
1130	0.48	90	R	From:	98-634 SOUTH						NA			NA		11/30/2000
				To:	98-634 NORTH											
9421	0.08	49	R	From:	SPEEDWELL ELEM SCH						NA			NA		1994
				To:	98-749											
9422	0.09	100	R	From:	IVANHOE ELEM SCH						NA			NA		1994
				To:	98-742											
9423	0.05	180	R	From:	JACKSON MEMORIAL						NA			NA		1994
				To:	ELEM SCH; US 52											
Town of Rural Retreat																
9424	0.12	160	R	From:	RETREAT ELEM HIGH						NA			NA		1994
				To:	SCH; 98-675											
Wythe County																
9507	0.07	170	R	From:	AUSTINVILLE ELEM						NA			NA		1994
				To:	SCH; 98-636											
9508	0.04	180	R	From:	ROBERT S SHEFFEY						NA			NA		1994
				To:	ELEM SCH; SR 94											
9774	0.21	430	R	From:	US 52; FORT						NA			NA		1994
				To:	CHISWELL HIGH SCH											
Town of Wytheville																
1139	Fairview Rd	1.19	1700	G	98%	0%	US 52			F	0.095	F	0.516	1700	G	2002
					To:		NCL Wytheville									
2139	Holston Rd	1.24	1500	G	98%	0%	US 52 4Th St			F	0.096	F	0.534	1600	G	2002
					To:		Cove Rd									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Wytheville																
<div><div>3</div><div>139</div></div>	Lithia Rd	0.48	1400	G	From	US 11 Main St				F	0.102	F	0.6	1500	G	2002
					To	Nye Rd										
<div><div>4</div><div>139</div></div>	Nye Rd	1.25	1000	G	From	.25 Mi. S Peppers Ferry Rd				F	0.11	F	0.706	1100	G	2002
					To	Peppers Ferry Rd										
<div><div>5250</div><div>139</div></div>	Old Stage Rd	1.63	1400	G	From	WCL Wytheville				F	0.090	F	0.677	1400	G	2002
					To	US 21 Grayson St										
<div><div>5252</div><div>139</div></div>	W Ridge Rd	0.14	640	G	From	Petunia Rd				F	0.101	F	0.529	680	G	2002
					To	Old WCL Wytheville										
<div><div>5252</div><div>139</div></div>	W Ridge St	1.55	1300	G	From	18Th St				C	0.105	F	0.551	1400	G	2002
					To	US 21 4Th St										
<div><div>5252</div><div>139</div></div>	W Ridge Rd	0.49	1600	G	From	US 11 Main St				F	0.096	F	0.538	1700	G	2002
					To	11th St										
<div><div>5253</div><div>139</div></div>	Withers Rd	0.25	3700	G	From	11th St				C	0.127	F	0.549	2800	G	2002
					To	US 11 Main St										
<div><div>5253</div><div>139</div></div>	11th St	0.31	2700	G	From	Withers St				F	0.095	F	0.535	8200	G	2002
					To	Monroe St										
<div><div>5253</div><div>139</div></div>	11th St	0.06	7800	G	From	Fisher Rd				F	0.102	F	0.683	1400	G	2002
					To	Pine St										
<div><div>5253</div><div>139</div></div>	11Th-North St	0.13	2100	G	From	Peppers Ferry Rd				C	0.094	F	0.531	2700	G	2002
					To	Holston Rd										
<div><div>5255</div><div>139</div></div>	Cove Rd	0.52	2600	G	From	.30 Mi. N Holston Rd				F	0.094	F	0.550	1300	G	2002
					To	NCL Wytheville										
<div><div>5255</div><div>139</div></div>	Cove Rd	0.32	1200	G	From	12Th St				F	0.097	F	0.512	1100	G	2002
					To	4Th St										
<div><div>5256</div><div>139</div></div>	Spring St	0.30	1800	G	From	11Th St				F	0.112	F	0.741	1900	G	2002
					To	Main St										
<div><div>5256</div><div>139</div></div>	Spring St	0.54	2300	G	From	Monroe St				F	0.106	F	0.617	1600	G	2002
					To	12Th St US 11										
<div><div>5257</div><div>139</div></div>	Tazewell St	0.06	1500	G	From	4Th St US 21				F	0.099	F	0.515	3700	G	2002
					To	US 21 4Th St										
<div><div>5258</div><div>139</div></div>	Monroe St	0.31	3500	G	From	1St Street				F	0.098	F	0.555	6900	G	2002
					To	N 1St Street										
<div><div>5258</div><div>139</div></div>	Monroe St	0.19	6600	G	From	N 5Th St				F	0.100	F	0.606	6400	G	2002
					To	5Th St										
<div><div>5258</div><div>139</div></div>	Monroe St	0.15	6100	G	From	11Th St				F	0.098	F	0.607	6200	G	2002
					To											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Wytheville																
	Peppers Ferry Rd	0.46	7200	G	From: 93%	11Th St				C	0.094	F	0.504	7600	G	2002
	Peppers Ferry Rd	0.67	6200	G	From: 93%	Cove Rd				F	0.096	F	0.505	6400	G	2002
	Peppers Ferry Rd	0.19	1500	G	From: 93%	Ramp to I-77				F	0.102	F	0.596	1500	G	2002
	Pepers Ferry Rd	0.47	NA		To: 93%	ECL Wytheville										
					From: 93%	JB-139 ECL Wytheville										
					To: 93%	98-610 JB-139 ECL Wytheville					NA			NA		
	12th St	0.29	2800	G	From: 95%	Main St US 11				F	0.109	F	0.602	3000	G	2002
					To: 95%	Union St										
	Union St	0.30	2800	G	From: 95%	12Th St				F	0.111	F	0.553	2900	G	2002
	Withers St	0.56	3600	G	From: 95%	4Th St				C	0.103	F	0.546	3800	G	2002
					To: 95%	11Th St										
	4th St	0.31	2400	G	From: 95%	Marshall St				F	0.116	F	0.567	2600	G	2002
	4th St	0.30	2900	G	From: 95%	Withers St				F	0.098	F	0.522	3100	G	2002
					To: 95%	US 11 Main St										
	Marshall St	0.91	1900	G	From: 95%	4Th St				C	0.098	F	0.577	2000	G	2002
					To: 95%	Main St US 11										
	Pine St	0.38	1900	G	From: 99%	US 11 Lee Hwy				C	0.103	F	0.57	2000	G	2002
	Pine St	0.44	360	G	From: 99%	US 21 4Th St				F	0.114	F	0.517	380	G	2002
					To: 99%	Fisher Rd										
	16th St		150	G	From: 99%	Spring St					0.108	F		160	G	2002
					To: 99%	Franklin St										
	Church St		1000	G	From: 99%	Washington St					0.116	F		1100	G	2002
					To: 99%	Withers St										
	Mountain View Dr		710	G	From: 99%	11Th St					0.097	F		750	G	2002
					To: 99%	13Th St										
	Spiller St		150	G	From: 99%	5Th St					0.121	F		160	G	2002
					To: 99%	3Rd St										